

PACIFIC FRUIT EXPRESS COMPANY

August News Letter

San Francisco, August 17, 1953

ALL P.F.E. EMPLOYEES:

P.F.E. Loading and Supply

	1953			1952		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
July	34,133	8,434	42,567	34,987	6,465	41,452
Jan-July	212,300	28,631	240,931	205,976	24,954	230,930

Loading in July exceeded slightly that of a year ago even though potato loading in Idaho got off to a slow start due to poor markets. Heavier usage of foreign cars brought loadings in PFEs below that of the corresponding period last year.

CROP CONDITIONS - Western Territory:

Oregon: The new pear crop in Rogue River Valley is progressing favorable with harvest expected to get underway during the third week of August. In Klamath Basin the potato crop is estimated at 22,000 acres which should yield something over 11,000 carloads. Shipments will not start until after the usual September frosts.

Northern and Central California: Peak of "West Side" cantaloupe movement should be passed by August 12th; however, shipments are expected to continue in volume through the month. Tree fruits are in good volume from Hill points and Sacramento Valley and the Bartlett pear crop will come to harvest in Lake and Mendocino Counties about August 12th where the crop is expected to be lighter than last year due to weather which has not been too favorable for this class of fruit. In Salinas District, lettuce and carrots should continue in good volume through the month.

Southern California: The cantaloupe movement from Imperial Valley and Arizona is finished. Loadings in the Southwestern District will be confined principally to the territory Redlands to Guadalupe. The Ontario-Chino potato movement is on the down-grade and miscellaneous vegetables will be in light supply through the month. Citrus fruits will be the principal shipping crop and should move in consistent volume.

T. & N.O.: While watermelons are still moving from North Texas points, the shipping season for other perishables is over.

Along Union Pacific Lines -

Idaho-Utah: Cold spring weather retarded growth and maturity of most

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San Francisco, August 17, 1923

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P. F. E. Loading and Shipy

	1923			1922		
	PFE Cars	Foreign	Total	PFE Cars	Foreign	Total
July	34,133	8,434	42,567	34,987	6,462	41,449
Jan-July	212,300	28,631	240,931	202,976	24,924	227,900

Loading in July exceeded slightly that of a year ago even though potato loading in Idaho got off to a slow start due to poor markets. Heavier usage of foreign cars brought loadings in PFEs below that of the corresponding period last year.

CROP CONDITIONS - Western Territory

Oregon: The new pear crop in Rogue River Valley is progressing favorably with harvest expected to get underway during the third week of August. In Klamath Basin the potato crop is estimated at 22,000 acres which should yield something over 11,000 carloads. Shipments will not start until after the usual September frost.

Northern and Central California: Peak of "West Side" cantaloupe movement should be passed by August 15th; however, shipments are expected to continue in volume through the month. Tree fruits are in good volume from Hill, Yuba and Sacramento Valleys and the Bartlett pear crop will come to harvest in Lake and Mendocino Counties about August 15th where the crop is expected to be lighter than last year due to weather which has not been too favorable for this class of fruit. In Salinas District, lettuce and carrots should continue in good volume through the month.

Southern California: The cantaloupe movement from Imperial Valley and Arizona is finished. Loadings in the Southwestern District will be confined principally to the territory Redlands to Guadalupe. The Ontario-Chino potato movement is on the down-grade and miscellaneous vegetables will be in light supply through the month. Citrus fruits will be the principal shipping crop and should move in constant volume.

T. & N.O.: While watermelons are still moving from North Texas points, the shipping season for other perishables is over.

Along Union Pacific Lines -

Idaho-Utah: Gold spring weather retarded growth and maturity of most

products resulting in the shipping season starting somewhat later than normally. Potatoes started late in July with a very dull market which opened at \$3.00 and dropped to \$1.35. At this writing, market has improved to around \$1.55, and shipments have picked up considerably the past week under the necessity of harvesting and shipping. The onion movement is getting started and soon should reach fair volume if markets are at all favorable. Apple and prune crops are progressing favorably.

Pacific Northwest District: Cherry shipments are nearly completed. Peach harvesting and freezing is under way creating a demand for super type cars. Apricot crop from Yakima is light and is not expected to reach any great volume. Onions have been moving from Walla Walla area since late July and potato shipments should be underway shortly. Harvesting of Bartlett pears will start around the middle of August. The crop is reported to be the heaviest in the past five years and of good quality.

Colorado-Nebraska: Late spring has held back production in these areas, however, Northern Colorado vegetables are moving in small amounts while potatoes are just starting. Nebraska potatoes should soon reach 15 to 20 shipments daily.

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At Kansas City on the Union Pacific, Colton on the Southern Pacific, and Ogden (served jointly by SP and UP), new yard facilities are planned by the railroads to relieve congestion and speed up the service. These changes will necessitate new car icing facilities at each point.

At Kansas City we will construct a 100 carlength island-type car icing platform with related facilities such as office building, bulk salt handling and storage equipment, public address and mechanical blue flag systems. The new platform will be served by two mechanical car icing machines and two ice conveyor chains, one of which will also deliver ice to the sub-deck for retop icing. Estimated cost is \$808,000. Ice manufacturing or storage facilities also are under consideration.

The proposed new Colton icing platform, estimated to cost \$690,000, will serve additional yard facilities required by the Southern Pacific to handle increased traffic and eliminate congestion. This new 75 carlength island-type platform will be equipped with a 20-car ice unloading dock, two mechanical car icing machines, and modern public address and blue flag systems. Ice will be supplied by switch movement from present Colton ice plant.

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At Ogden, expansion in a new location known as Riverdale, to the east of Ogden, will require construction by PFE of new car icing facilities at our present car cleaning track location, to consist of a

products resulting in the shipping season starting somewhat later than normally. Potatoes started late in July with a very dull market which opened at \$3.00 and dropped to \$1.35. At this writing, market has improved to around \$1.55, and shipments have picked up considerably the past week under the necessity of harvesting and shipping. The onion movement is getting started and soon should reach fair volume if markets are at all favorable. Apple and prune crops are progressing favorably.

Pacific Northwest District: Cherry shipments are nearly completed. Pear harvesting and freezing is under way creating a demand for sugar type pears. Apple crop from Yakima is light and is not expected to reach any great volume. Onions have been moving from Walla Walla ever since late July and potato shipments should be underway shortly. Harvesting of Barlett pears will start around the middle of August. The crop is reported to be the heaviest in the past five years and of good quality.

Colorado-Nebraska: Late spring has held back production in these areas, however, Northern Colorado vegetables are moving in small amounts while potatoes are just starting. Nebraska potatoes should soon reach 15 to 20 shipments daily.

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At Kansas City we will construct a 100 carlength island-type car loading platform with related facilities such as office building, bulk salt handling and storage equipment, public address and mechanical line flag systems. The new platform will be served by two mechanical car loading machines and two ice conveyor chains, one of which will also deliver ice to the end-back for retop icing. Estimated cost is \$800,000. Ice manufacturing or storage facilities also are under consideration.

The proposed new Colton icing platform, estimated to cost \$500,000, will serve additional yard facilities required by the Southern Pacific to handle increased traffic and eliminate congestion. This new 75 carlength island-type platform will be equipped with a 20-car ice unloading dock, two mechanical car icing machines, and modern public address and line flag systems. Ice will be supplied by switch movement from present Colton ice plant.

At Ogden, expansion in a new location known as Riverdale, to the east of Ogden, will require construction by PRR of new car icing facilities at our present car cleaning track location, to consist of a

5,000 foot long (110 CL) car icing platform, an 8 carlength ice unloading dock, an ice storage building with capacity of 500 tons, and an overhead pedestrian bridge and conveyor delivering ice at the east end of the platform to two parallel deck chains, together with public address and electric blue flag systems. Ice will be handled flat on the chains, supplying three mechanical car icing machines. No. 1 chain will probably be spotted with ice prior to train arrival and will supply the most westerly (or No. 3) icing machine, while the east end (No. 1) machine takes ice from No. 1 chain as it comes from storage or is unloaded, and No. 2 or Center Icing Machine is supplied from No. 2 chain. Estimated cost of this new facility is \$1,452,000. New 100 carlength cleaning tracks also will be required.

K. V. PLUMMER

2,000 foot long (110 CL) car joining platform, an 8 carlength ice unloading dock, an ice storage building with capacity of 500 tons, and an overhead pedestrian bridge and conveyor delivering ice at the east end of the platform to two parallel dock chains, together with public address and electric line flag systems. Ice will be handled first on the chains, supplying three mechanical car joining machines. No. 1 chain will probably be spotted with ice prior to train arrival and will supply the most westerly (or No. 3) joining machine, while the east end (No. 1) machine takes ice from No. 1 chain as it comes from storage or is unloaded, and No. 2 or Center Joining Machine is supplied from No. 2 chain. Estimated cost of this new facility is \$1,452,000. New 100 carlength cleaning tracks also will be required.

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PACIFIC FRUIT EXPRESS COMPANY

Southwestern District

The Southwestern District covers a large area embracing the territory bounded on the north and west by San Luis Obispo, Mojave and San Diego, California; and on the east and south by Las Vegas, Nevada; Tucumcari, New Mexico; El Paso, Texas and Nogales, Arizona. Our contract lines serving this territory are Southern Pacific Company, Union Pacific Railroad, Pacific Electric Railway, San Diego & Arizona Eastern Railroad and their short-line connections. Rail mileage in the territory of the lines served is as follows:

Southern Pacific Company	2,846
Union Pacific Railroad	204
Pacific Electric Railway	542
San Diego & Arizona Eastern Railway	196
Total	3,788

In addition, this District supplies refrigerator cars to the Pacific Railway of Mexico (formerly Southern Pacific Railroad of Mexico) for perishable loading. This line extends 1,071 miles into Mexico from Nogales, State of Sonora, to Guadalajara, State of Jalisco, and originates approximately 9,000 cars of perishables yearly. These shipments move into the United States and Canada thru Nogales, Arizona, and consist principally of fresh tomatoes, peas, green chili peppers, frozen shrimp, cantaloupes and watermelons.

Total shipments originating in the Southwestern District for the year 1952, including those received from the Pacific Railway of Mexico at Nogales, Arizona, amounted to 121,478 cars, consisting of the following commodities:

<u>Commodity</u>	<u>No. Cars</u>
Citrus fruit	27,740
Deciduous tree fruit	394
Grapes	1,025
Lettuce	27,181
Other vegetables	33,078
Cantaloupes	10,783
Watermelons	1,054
Potatoes	4,488
Bananas	7,387
Meat and PHP	1,370
Frozen foods	1,838
Miscellaneous	5,140
Total	121,478

There are 23 icing platforms in the District, 18 owned by PFE and 5 by private ice companies. 14 are operated by PFE Ice or Car Service

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Bananas	7,387
Meat and PBP	1,370
Frozen foods	1,638
Miscellaneous	<u>5,140</u>
Total	121,478

There are 23 icing platforms in the District, 18 owned by PFE and 5 by private ice companies. If one operated by PFE Ice or Car Service

Department forces, and 9 by private ice company forces. Size of platforms vary from 100 carlength island type, (which can accommodate 200 cars at one time) to 5 carlength single-side. Ice issued over these platforms for the year 1952 amounted to 481,000 tons.

Los Angeles is headquarters for the District, which is under jurisdiction of Superintendent W. E. Becker. The force in this office averages 38 employes, including Supervisory and clerical personnel. The Diversion Bureau, included in these figures, has 13 employes during the entire year, with two extra clerks in June and July. Office hours for diversions are from 8:30 AM to midnight, Monday thru Friday; 8:30 AM to 5:30 PM, Saturday; and 8:30 AM to noon on Sunday. When office is closed, diversions are handled by PFE local Agent's office, located in S.P. Taylor Yard, giving the shippers and receivers 24-hour diversion service thru the Los Angeles office. During 1952 the Los Angeles office handled 100,525 diversions -- the entire District 204,454.

Following is a resume covering operations in each of the producing areas:

Guadalupe-Santa Maria:

This territory at the northern end of the Southwestern District embraces the area from Oceano on the north to, but not including Santa Barbara on the south; the principal section being the Guadalupe-Santa Maria area located in the Santa Maria Valley. Operations are centered at Guadalupe, where the District Agency is under the direction of R. G. Gould. Shipments approximate 11,000 to 12,000 cars yearly, principally celery, mixed vegetables, cauliflower, lettuce and potatoes. Icing is performed at platforms located at both Guadalupe and Santa Maria, also by truck at Oceano. Two vacuum cooling plants, for removing field heat from lettuce, are likewise located at Guadalupe and Santa Maria.

Oxnard-Santa Barbara:

Oxnard is the center of the largest lemon producing area in Southern California. This district extends from the San Fernando Valley, some 25 miles north of Los Angeles, to Santa Barbara. In the area immediately adjacent to Oxnard a considerable acreage of vegetables is harvested for both fresh and frozen shipments. The principal varieties shipped fresh are celery, carrots, tomatoes and lettuce, while frozen shipments consist mostly of lima beans and a few shipments of peas and spinach processed and frozen in two plants located at Oxnard. Two more frozen food plants are situated in this district, one at Ventura and one at Santa Barbara. The Ventura plant handles frozen lemon juice exclusively, the Santa Barbara plant processes and freezes various foods; however, carload shipments are confined to frozen French fried potatoes. Icing in this district is handled at platforms located at Santa Barbara and Oxnard. The Santa Barbara platform, an island type, has a capacity of 29 cars. Platform is owned by PFE and

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Oxnard-Santa Barbara:

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operated under contract by the Puritan Ice Company which also supplies the ice. The Oxnard platform, an island type, with a capacity of 24 cars, is owned and operated by the Union Ice Company. PFE maintains a seasonal agency at Oxnard from June to November.

Los Angeles-Los Angeles Harbor-Colton:

This territory embraces the area including the San Fernando Valley on the west, to Beaumont on the east, and Santa Ana and Los Angeles Harbor on the south. Contract lines in this section are Southern Pacific, Pacific Electric and Union Pacific. Commodities originated are citrus fruits, vegetables, frozen foods, potatoes from the Chino-Pomona section, and between 7,000 and 8,000 carloads of bananas are brought into Los Angeles Harbor from Central America by the United Fruit Company.

The Los Angeles and Colton icing platforms are operated by the PFE Ice Department along with the ice plants at both points. The Car Service Department operates two platforms in the Los Angeles area. One is at Graham Station, on Pacific Electric rails, just outside the southern boundry of the City of Los Angeles, at which cars are initially iced for citrus and frozen food loading. Banana shipments from Los Angeles Harbor are likewise iced and serviced at this point. The platform is an island type, with a capacity of 50 cars, and is operated from June to November. The other platform is a single-side, 10-car capacity deck, located in the Union Pacific East Yard at Los Angeles, at which both inbound and outbound shipments are serviced the year round.

There are 17 frozen food processing and freezing plants located on contract lines in this area, the principal commodity being citrus juice.

Los Angeles Ice Plant:

The Los Angeles Ice Plant, under the supervision of Mr. E. T. Quinn, Plant Manager, has production capacity of 300 tons per day, with 13,000 tons storage. The icing platform is 30 carlengths (double), in addition to which there is an 8-car loading and unloading platform. Precooling facilities for cooling citrus shipments are located on two 13-carlength single icing platforms, making 26 cars which can be precooled at one time. Cars are iced at these decks on completion of precooling. During 1952, 4,727 cars were precooled, and 16,756 cars were iced, taking 48,000 tons of ice. In addition, 8,800 tons of ice were loaded in cars for use at other points in the district. Total ice manufactured, including refrigeration equivalent required for precooling, amounted to 79,000 tons.

The territory served by the Los Angeles Ice Plant originates a considerable number of cars of frozen products which take 30% salt and during 1952 4,430,744 lbs. of salt were used for car icing.

Modern booms and power chutes have recently been installed in these storage rooms. The incline and retard conveyors are equipped

operated under contract by the Puritan Ice Company which also supplies the ice. The Oxnard platform, an island type, with a capacity of 24 cars, is owned and operated by the Union Ice Company. The maintenance agency at Oxnard from June to November.

Los Angeles-Los Angeles Harbor-Goldton:

This territory embraces the area including the San Fernando Valley on the west, to Beaumont on the east, and Santa Ana and Los Angeles Harbor on the south. Contract lines in this section are Southern Pacific, Pacific Electric and Union Pacific. Commodities originated are citrus fruits, vegetables, frozen foods, potatoes from the Chino-Pomona section, and between 7,000 and 8,000 carloads of bananas are brought into Los Angeles Harbor from Central America by the United Fruit Company.

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There are 17 frozen food processing and freezing plants located on contract lines in this area, the principal commodity being citrus juice.

Los Angeles Ice Plant:

The Los Angeles Ice Plant, under the supervision of Mr. H. T. Quinn, Plant Manager, has production capacity of 300 tons per day, with 13,000 tons storage. The icing platform is 30 carlengths (double), in addition to which there is an 8-car loading and unloading platform. Precooling facilities for cooling citrus shipments are located on two 13-carlength single icing platforms, making 26 cars which can be precoolled at one time. Cars are iced at these docks on completion of precooling. During 1922, 4,727 cars were precoolled, and 16,756 cars were iced, taking 48,000 tons of ice. In addition, 8,800 tons of ice were loaded in cars for use at other points in the district. Total ice manufactured, including refrigeration equivalent required for precooling, amounted to 79,000 tons.

The territory served by the Los Angeles Ice Plant originates a considerable number of cars of frozen products which take 30% salt and during 1922 4,430,744 lbs. of salt were used for car icing.

Modern booms and power chutes have recently been installed in these storage rooms. The incline and retard conveyors are equipped

with spiked chain flights.

Heater service is comparatively light in this area and consists chiefly of charcoal heaters for protection of banana shipments originating at Los Angeles Harbor.

An average crew of 40 employes November to March is increased to 65 during the summer months.

Colton Ice Plant:

Colton Ice Plant is under the supervision of Mr. L. G. Schroeder, Plant Manager, and has a daily ice manufacturing capacity of 500 tons, in addition to precooling facilities for 33 cars of citrus shipments at a time. Ice storage capacity is 27,000 tons. Platform facilities consist of 3 icing platforms, one in conjunction with precooling operations, with an overall capacity of 103 cars, in addition to which there is a 10-car loading and unloading platform. During 1952, the plant manufactured 79,530 tons of ice, plus 17,986 tons of refrigeration for precooling operations. 24,175 cars were iced and 7,523 tons loaded in cars, practically all of which is shipped to the Coachella icing platform during June and July to service grape shipments originating in the Coachella Valley.

The Colton Ice Plant services cars of three lines; i.e., Union Pacific, Southern Pacific, and Pacific Electric. An average crew of 40 employes during November to March is increased to approximately 140 in June and July to handle the heavy summer business.

Coachella Valley:

The principal commodities originating in this area are Thompson Seedless grapes, corn, carrots and dates. The major crop is grapes, shipments amounting to 1,121 cars for 1952. This movement takes place over a 6-week period, generally starting about June 10th and ending about July 25th. Shipments are made principally in express cars which move in express service. PFE operations are centered at Coachella, where the Car Service Department operates an island type icing platform with a capacity of 40 cars. Platform is operated during the months of June and July, with total ice issues to bunkers amounting to between 10,000 and 11,000 tons which, except for a small amount secured locally, is all shipped in from outside sources, mostly from PFE Ice Plant at Colton.

Imperial Valley:

The Imperial Valley originates some 25,000 carloads of perishables annually, the principal commodity being lettuce which totaled 15,000 cars during 1952. Other major commodities are carrots, cantaloupes and miscellaneous vegetables. District Agency is under the direction of Mr. T. R. Pedersen, who also supervises the perishable handling and operations in the Coachella Valley and

with spiked chain lights.

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An average crew of 40 employees November to March is increased to 65 during the summer months.

Golton Ice Plant:

Golton Ice Plant is under the supervision of Mr. L. G. Schroeder, Plant Manager, and has a daily ice manufacturing capacity of 500 tons. In addition to processing facilities for 33 cars of citrus shipments at a time, ice storage capacity is 27,000 tons. Platform facilities consist of 3 icing platforms, one in connection with processing operations, with an overall capacity of 103 cars, in addition to which there is a 10-car loading and unloading platform. During 1952, the plant manufactured 79,530 tons of ice, plus 17,986 tons of re-icing for processing operations. 24,175 cars were iced and 7,523 tons loaded in cars, practically all of which is shipped to the Coachella icing platform during June and July to service grape shipments originating in the Coachella Valley.

The Golton Ice Plant services cars of three lines; i.e., Union Pacific, Southern Pacific, and Pacific Electric. An average crew of 40 employees during November to March is increased to approximately 140 in June and July to handle the heavy summer business.

Coachella Valley:

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Imperial Valley:

The Imperial Valley originates some 25,000 carloads of perishables annually, the principal commodity being lettuce which totaled 15,000 cars during 1952. Other major commodities are carrots, cantaloupes and miscellaneous vegetables. District Agency is under the direction of Mr. T. H. Peterson, who also supervises the perishable handling and operations in the Coachella Valley and

San Diego District. Harvesting and shipment of lettuce and other vegetable crops starts during the latter part of November and continues thru to June. Cantaloupe harvest starts the latter part of May and is generally over by August 1st.

There are three vacuum cooling plants in Imperial Valley, one at El Centro and two in the Holtville area. During the past lettuce season 6,041 cars or 43% of the total lettuce movement of 14,064 cars were processed thru these three plants.

During the cantaloupe season the PFE Car Service Department conducts icing operations at four PFE platforms located at Brawley, El Centro, Rico, and Calexico. The El Centro and Rico platforms are likewise operated by PFE during the peak vegetable and lettuce shipping period. The balance of the year the Brawley and El Centro platforms are operated by private ice company forces. Total ice issues to bunkers at the four platforms for the year 1952 amounted to 45,000 tons.

San Diego District:

The San Diego District, served by the San Diego & Arizona Eastern Railway (a PFE contract line), originates between 2,000 and 2,100 cars of perishables each year, the major commodities being celery, tomatoes, and citrus fruit. Icing service is performed by private ice company at its own platforms located at Chula Vista and San Diego.

Yuma, Arizona:

Yuma, originally a main-line icing station and train "blocking" point, has developed into a large shipping center during recent years and about 15,000 cars annually are loaded and shipped from the Yuma area; the major products being lettuce, carrots, and cantaloupes.

There are two icing platforms in Yuma -- a 100-car island platform to accommodate thru trains and loads, and a 23-car island platform used exclusively for initial icing of empties. Ice is purchased locally from the Yuma Ice & Cold Storage Company, although it is often necessary during the cantaloupe season to ship-in carload ice from outside points. During 1952, 70,000 tons of ice were used, the greater portion during June and July; 42,000 tons being issued in June alone. At the peak of the cantaloupe season as many as 350 empties are initially iced during the 24-hour period and, of course, the corresponding loads are reiced. This is in addition to main-line and Imperial Valley trains, all of which are reiced at Yuma.

San Diego District. Harvesting and shipment of lettuce and other vegetable crops starts during the latter part of November and continues thru to June. Cantaloupe harvest starts the latter part of May and is generally over by August 1st.

There are three vacuum cooling plants in Imperial Valley, one at El Centro and two in the Holtville area. During the past lettuce season 6,001 cars or 13% of the total lettuce movement of 44,061 cars were processed thru these three plants.

During the cantaloupe season the PHE Car Service Department conducts icing operations at four PHE platforms located at Brawley, El Centro, Rico, and Calverton. The El Centro and Rico platforms are likewise operated by PHE during the peak vegetable and lettuce shipping period. The balance of the year the Brawley and El Centro platforms are operated by private ice company forces. Total ice issues to bunkers at the four platforms for the year 1952 amounted to 45,000 tons.

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Yuma, Arizona:

Yuma, originally a main-line icing station and train "blocking" point, has developed into a large shipping center during recent years and about 15,000 cars annually are loaded and shipped from the Yuma area; the major products being lettuce, carrots, and cantaloupes.

There are two icing platforms in Yuma -- a 100-car island platform to accommodate thru trains and loads, and a 23-car island platform used exclusively for initial icing of empties. Ice is purchased locally from the Yuma Ice & Cold Storage Company, although it is often necessary during the cantaloupe season to ship-in carload ice from outside points. During 1952, 70,000 tons of ice were used, the greater portion during June and July; 48,000 tons being issued in June alone. At the peak of the cantaloupe season as many as 350 empties are initially iced during the 24-hour period and, of course, the corresponding loads are reiced. This is in addition to main-line and Imperial Valley trains, all of which are reiced at Yuma.

A 5-car single platform is maintained at the East Yard for servicing westbound perishables.

A year-round clerical force, Asst. Agent and 7 clerks, under supervision of Agent R. R. Jones is employed. Three Shift Foremen and about 15 icemen constitute the platform crew during the off season; however, during the perishable shipping season the force is increased to approximately 25 clerks and about 250 icemen.

Prospects for further expansion of Yuma as a shipping center are excellent. Irrigation developments are opening up new lands on the Yuma Mesa and when the Welton-Mohawk reclamation project, about 35 miles east of Yuma, is completed, thousands of acres of former desert land will be irrigated and opened to crops. While not all of this land will be planted to melons, grapes, citrus and vegetables, it is a safe prediction that a good percentage of it will go to crops normally handled by the PFE.

There is one vacuum cooling plant at Yuma for the processing of lettuce.

Salt River Valley:

Phoenix District Agency is headed by Mr. C. W. Greene, who supervises perishable operations in the territory which extends from Dixie (about 40 miles west of Phoenix) to Queen Creek (approximately 40 miles east of Phoenix). Shipments from the district total about 10,000 cars annually. The major crops are lettuce, carrots, miscellaneous vegetables, cantaloupes, potatoes and citrus fruits. Two icing platforms, both PFE owned, at Phoenix and Mesa are operated by the Crystal Ice Company, under contract. A vacuum cooling plant is located at Mesa for processing lettuce.

Tucson:

District Agency is maintained at Tucson under the direction of Mr. J. N. McGillis, who supervises perishable operations on Southern Pacific Lines extending from Yuma, Arizona, to Tucumcari, New Mexico, and includes all intermediate points with the exception of the Salt River Valley. It also embraces Nogales, Arizona, and the West Coast of Mexico, served by the Pacific Railway of Mexico (formerly the Southern Pacific of Mexico).

In addition to the District Agency, an Agency is maintained at Tucson 24-hours a day the year-round. All Mexican (Ferrocarri del Pacifico) and Salt River Valley perishable is assembled and blocked at this point. Loading report information is prepared on cars received from Mexico, as well as from nearby loading points, such as Eloy and Casa Grande. During 1952, Tucson prepared 1,116 block consists and handled 3,296 diversions. An office force of three, in addition to the Agent, is maintained.

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Approximately 70,000 empty refrigerator cars move in and out of Tucson annually and close cooperation between the Car Service and PFE Car Shops is necessary to create a smooth operation of okaying and forwarding. The West Coast of Mexico, Salt River Valley, Yuma, Imperial Valley, and some other points in Southern California, depend directly upon Tucson for their reefer supply and only through the combined efforts of the Car Department and the Car Service Department is this tremendous flow of cars kept on an even keel.

Tucson Ice Plant:

Tucson Ice Plant is under the supervision of Mr. H. W. Barrett, Plant Manager, and has a production capacity of 260 tons daily, with storage capacity of 22,500 tons. The plant manufactured 45,769 tons of ice in 1952 and issued 12,091 tons for initial icing, 18,695 tons for reicing and loaded 12,520 tons in cars for other PFE operations at various locations.

Tucson icing platform is 70 carlengths (island type), with capacity of 140 cars. Unloading and loading platform is 10 carlengths (double).

Nogales, Arizona:

The West Coast of Mexico originates approximately 9,000 cars of perishables annually, principally tomatoes, the equipment for which is furnished to the Pacific Railway of Mexico by the PFE under contract. We maintain an office at Nogales, Arizona, during the shipping season, which extends from about December 1st to June 1st, our force consisting of an Agent, and two Diversion Clerks. We also have a representative in Mexico, Mr. J. L. Rico, with headquarters at Guadalajara.

On arrival at the border all cars from Mexico are placed on team tracks in Nogales, Sonora, Mexico. After necessary inspections are made by the U.S. Department of Agriculture, U.S. Customs officials, Transcontinental Freight Bureau and interested buyers and brokers, the cars are crossed into the U.S. in line with crossing diversions filed with the PFE. These diversions are processed and handed to the Southern Pacific in Nogales, Arizona, for accomplishment. During the heavy shipping season in February and March, as many as 200 cars daily are cleared at the border.

Facilities are available for emergency icings. All frozen shrimp, cantaloupes and some other commodities are iced at Nogales, Arizona; however, the regular icing station for this traffic is Tucson. Peas and cantaloupes are top iced at Nogales when requested by the shipper. During 1952, 1,204 cars were bunker iced and 260 top iced for a total tonnage of 3,592. Icing is performed under contract by the Citizens Ice Company.

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Approximately 70,000 empty refrigerator cars move in and out of Tucson annually and close cooperation between the Car Service and PRR Gar Shops is necessary to create a smooth operation of loading and forwarding. The West Coast of Mexico, Salt River Valley, Yuma, Imperial Valley, and some other points in Southern California, depend directly upon Tucson for their reefer supply and only through the combined efforts of the Car Department and the Car Service Department is this tremendous flow of cars kept on an even keel.

Tucson Ice Plant:

Tucson Ice Plant is under the supervision of Mr. H. W. Barrett, Plant Manager, and has a production capacity of 250 tons daily, with storage capacity of 22,500 tons. The plant manufactured 15,700 tons of ice in 1952 and passed 12,091 tons for initial melting. 18,695 tons for melting and loaded 12,520 tons in cars for other PRR operations at various locations.

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The loading area in Mexico extends from Empalme, 250 miles south

of the border, to Mazatlan 734 miles from Nogales. The heaviest loading territory is around Culiacan, Sinaloa, a distance of 600 miles.

El Paso Texas:

El Paso, under the supervision of Agent J. H. McIntosh, is one of our busiest main-line stations. All eastbound perishables from Southern California, Arizona and the West Coast of Mexico, routed SP and connections, move thru El Paso and are serviced at that point. Yard office and icing facilities are on a 24-hour basis throughout the year. During 1952, 36,321 bunker icers, using 64,868 tons, were serviced and 3,281 cars were retop iced, using a tonnage of 8,660, or total ice issues of 73,528 tons. Salt issues were also quite heavy in 1952 -- 7,013 cars being salted, using 2,668,505 lbs.

El Paso has a 100 carlength island platform providing both bunker and retop icing. This means 200 cars can be spotted at the platform at the same time. Five Link-Belt retop machines are located on rails on the lower level. Each will handle one ton of ice per minute, being equipped with 4" hoses.

Ice is manufactured at the Globe Plant (not a PFE facility), approximately three miles from the platform. A fleet of assigned ice cars is used in switching ice from the plant to the unloading dock adjacent to the main platform. This is quite an operation entailing loading and unloading close to 50 cars per day during the busy season. Globe has storage capacity of 21,400 tons, and daily manufacture is about 320 tons. It is necessary during the heavy summer season to augment the ice supply with carload ice from other points. Yard storage of 500 tons is maintained at the platform the year-round to serve as an emergency supply.

Express car icing, except solid trains, is performed at the depot. A 60 ft. "ice deck on wheels", referred to as the "Jumbo", is used for this service. One complete express car, plus one end of each of the two adjoining cars, can be iced from the "Jumbo" without a switch. Solid express trains are taken direct to the main platform for icing.

In addition to the services performed at the platform and depot, heater inspections and the icing of westbound perishables are accomplished at Alfalfa Yard, a distance of approximately eight miles from the platform. A specially designed truck, complete with hydraulic lift, is used for these icings. No. regular P.F.E. force is maintained at Alfalfa, but men from the regular El Paso platform crew are sent out when required. Previous to establishing this service in April, 1953, westbound icers were switched from Alfalfa to the main platform. All westbound trains are made up at Alfalfa Yard and during the winter months westbound empties are vented as an aid to Tucson shops in making ice removals. Heater inspections during the 1951-52 season amounted to 821, most of which were made at Alfalfa.

Platform forces consist of approximately 25 men during slack

of the border, to Matamoros 73 1/2 miles from Nogales. The nearest road-
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Platform forces consist of approximately 25 men during slack

times, to as high as about 250 during the rush season. Yard office employes range from 8 to 25, depending on the season. In addition to usual yard office work, 45,000 diversions were received and handled for accomplishment at El Paso during 1952.

The regular main-line business is augmented by approximately 500 cars of Mexican perishables, which are received annually at El Paso from connections at Juarez, just across the Mexican border.

Mosquero, New Mexico:

On the S.P. Dawson Branch of the Rio Grande Division, extending from Tucumcari to Dawson, New Mexico, are located numerous wells from which dry ice is produced. The P.F.E. maintain a complement of 40 specially equipped cars in this service. These cars have extremely thick insulation to retard meltage or sublimation of the product. Yearly shipments amount to between 400 and 450 carloads.

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Detailed report on the Car and Store Department facilities at Los Angeles, Colton, and Tucson will be furnished at a later date.

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